

ROOSEVELT HALTED HARVESTER SUIT

Correspondence with Attorney General Bonaparte, Hitherto Suppressed, Made Public in the Senate.

PERKINS'S REQUEST HEADED

Mention of Morgan Influence and "Good and Bad Trusts" Made in Letters Concerning Sherman Law Actions.

(From The Tribune Bureau.)

Washington, April 24.—That President Roosevelt looked on the International Harvester Company, George W. Perkins, president, the United States Steel Corporation and other "Morgan interests" as "good trusts," against which the stringent provisions of the Sherman anti-trust law should not be enforced, is the deduction drawn from correspondence sent to the Senate to-day by the Attorney General, in response to a resolution introduced by Senator Johnston, of Alabama.

The correspondence, copied from the originals on file in the Department of Justice, exchanged between President Roosevelt, Attorney General Bonaparte, Herbert Knox Smith, Commissioner of the Bureau of Corporations, and Secretary Straus, shows that President Roosevelt in a letter dated August 22, 1907, directed the Attorney General not to file a suit against the Harvester company until he had communicated with him.

Letter on September 21, Commissioner Smith sent to the President a long letter in which he drew a distinction between the Harvester company and the so-called Morgan interests and the Standard Oil Company, placing the two former in the class of "good trusts" which were endeavoring to comply with the demands of the administration. This long explanation was accompanied by a letter from Secretary Straus, in which he suggested to President Roosevelt that he make public certain parts of the Smith letter in explanation of his course, in case he decided not to prosecute the Harvester company.

The last document in the record is a letter from William Loeb, secretary to President Roosevelt, to Attorney General Bonaparte inclosing the Smith statement and the Straus letter and directing him to bring them with him when he came to Oyster Bay. What happened at that conference the correspondence does not disclose. The suit against the Harvester trust was not prosecuted, however, President Roosevelt evidently choosing to accept the advice of Commissioner Smith and to drop the suit, at least until the bureau of corporations had completed its investigation.

Friendly to Perkins.

The friendliness of the relations between George W. Perkins, then appearing to plead for the International Harvester Company, and President Roosevelt is disclosed to some extent in the latter's letter to the Attorney General, informing him that Mr. Perkins had promised on behalf of the Harvester trust that "if any illegal action is pointed out, it will itself rectify the matter on its being pointed out." Apparently on the basis of this promise, the Attorney General was directed not to file the suit.

The resolution of Senator Johnston was offered and agreed to shortly after the Senate convened, and the correspondence was received from the Attorney General just as it was about to adjourn. The promptness with which the reply was made brought Senator Brewster to his feet with the charge that Senator Johnston conferred with the Attorney General and knew that the correspondence was ready for submission when he introduced the resolution.

"That is not true," replied Senator Johnston. "I had no communication with the Attorney General whatever." Senator Brewster, somewhat crestfallen, then charged that the resolution and reply were "a political move designed to reflect upon a man who is a candidate for the Presidency in opposition to the President."

Commissioner Smith wrote that Mr. Perkins concluded with great emphasis that "if after all the endeavors of this company and the other Morgan interests to uphold the policies of the administration and to adopt their methods of modern publicity this company was now going to be attacked in a purely technical case, the interests he represented 'were going to fight.'"

Morgan Influence at Stake.

Further on in the same letter Mr. Smith wrote:

"While the administration has never hesitated to grapple with any financial interest, no matter how great, when it is believed that a substantial wrong is being committed, nevertheless it is a very practical question whether it is well to throw away the great influence of the so-called 'Morgan interests,' which up to this time have supported the advanced policy of the administration, both in general principles and in the application thereof to their specific interests, and to place them generally in opposition. I believe Mr. Perkins' statement that his interest would necessarily be driven into active opposition, was a sincere one, and, in fact, I can hardly see how those great interests can take any other attitude should this prosecution be started and the final adoption of this policy be made public."

In another portion of the letter Commissioner Smith reported Mr. Perkins as having said substantially that the "Standard Oil people in New York were giving him the laugh for having thought he was trying to be good and keep solid with the administration, and that he was now going to get the same dose as the others."

With the correspondence was a letter from William Loeb, Jr., Mr. Roosevelt's secretary, making an appointment for Mr. Bonaparte to talk the business over. Mr. Roosevelt's letter to the Attorney General follows:

Oyster Bay, N. Y., Aug. 22, 1907.
My Dear Mr. Attorney General: Mr. George W. Perkins, of the International Harvester Company, has just called upon me and submitted to me certain papers, of

Continued on fourth page, fifth column.

Mystery and Crime Surround Career of Mme. Steinheil

THE life story of this fascinating, notorious French woman, who has been involved in various escapades running the gamut from comedy to tragedy, will be told, as narrated by herself, in

Next Sunday's Tribune

TORPEDO PIERCES CRUISER MARYLAND

Warship Narrowly Escapes Disaster When Struck Below the Water Line During Practice Off California Coast.

ONE COMPARTMENT FLOODED

Missile Fired by Destroyer Lawrence or Submarine Grampus—Divers Sent to Ascertain Damage and Officers Maintain Secrecy.

Los Angeles, April 24.—The United States cruiser Maryland was struck last night by a torpedo during torpedo practice. The torpedo is said to have pierced one of the plates, flooding a compartment. The Maryland is inside the breakwater and has a decided list to starboard.

During the practice yesterday, in which the torpedo flotilla and submarines fired torpedoes at the Maryland, torpedoes with collapsible heads were supposed to be used, and it is thought that one with a solid head was fired by mistake.

Men were seen repairing the side of the Maryland and pumps were working. Captain J. H. Elliott is in command. The accident to the Maryland occurred at 10 o'clock last night, while the destroyers Lawrence, Farragut, Goldsborough and Whipple and the submarine Grampus were firing torpedoes at her. The cruiser was struck nine feet below the waterline. Divers were sent over the side to ascertain the damage, and the work of repairing has been in progress all day.

One compartment only was flooded, but it was said the Maryland had a narrow escape from disaster.

The officers refused to discuss the accident, but it was said the blame lay between the destroyer Lawrence and the submarine Grampus. It was stated to-night that it was hoped to have repairs made in time to allow the Maryland to sail late to-night for San Diego.

W. J. CONNERS BADLY HURT

Ex-Democratic Chairman Has Fall in His New Home.

Buffalo, April 24.—William J. Connors, ex-chairman of the Democratic State Committee, was badly injured by a fall in the basement of his new home, on Delaware avenue, to-day. His left shoulder was dislocated and his left leg was sprained, or possibly broken, at the ankle.

Mr. Connors had recently bought the house and was inspecting some changes in the plunge bath, when he stepped back into the tub and fell, which had been left open.

DOZING COMMUTER KILLED

Leaps from Train, Thinking He Had Passed His Station.

(By Telegraph to The Tribune.)
Hackensack, N. J., April 24.—John H. Larsen, a ship chandler in New York, living in Westwood, was instantly killed this evening by falling between the cars on a New Jersey & New York Railroad passenger train just as it was entering Westwood.

Larsen was sixty years old, and weighed 240 pounds. Invariably he dozed on the train on his way home, and one of the commuters said he had suddenly awakened and hurried out to the platform. This commuter said it seemed as though the man hastened to get off the train, believing he had passed his station.

Mr. Larsen was a widower, and leaves two daughters, Mrs. Henry Banta and Mrs. C. S. Berge, both of Hildale.

SPURNS CARNEGIE MONEY

Ex-Mayor Says San Francisco Should Not Accept Library.

(By Telegraph to The Tribune.)
San Francisco, April 24.—Should San Francisco accept a library gift of \$750,000 from Andrew Carnegie? Dr. Edward Robeson Taylor, ex-Mayor and now dean of the Hastings Law School, as well as a library trustee, says "No," emphatically, and makes sharp remarks about "tainted money."

The other members of the board of public library trustees do not agree with Dr. Taylor. They say if Carnegie is distributing his wealth San Francisco is not hurting herself by claiming a share. "Do you want to share in the profits of the steel deal?" asked Dr. Taylor, of the Supervisors' Public Welfare Committee to-day. "When he steel deal was proposed to him he refused to join unless his share of holdings was doubled. And it was doubled. He went to bed at night worth \$300,000,000 and at breakfast he was worth \$200,000,000—all the work of a few pen strokes. Do you want any of that? I don't."

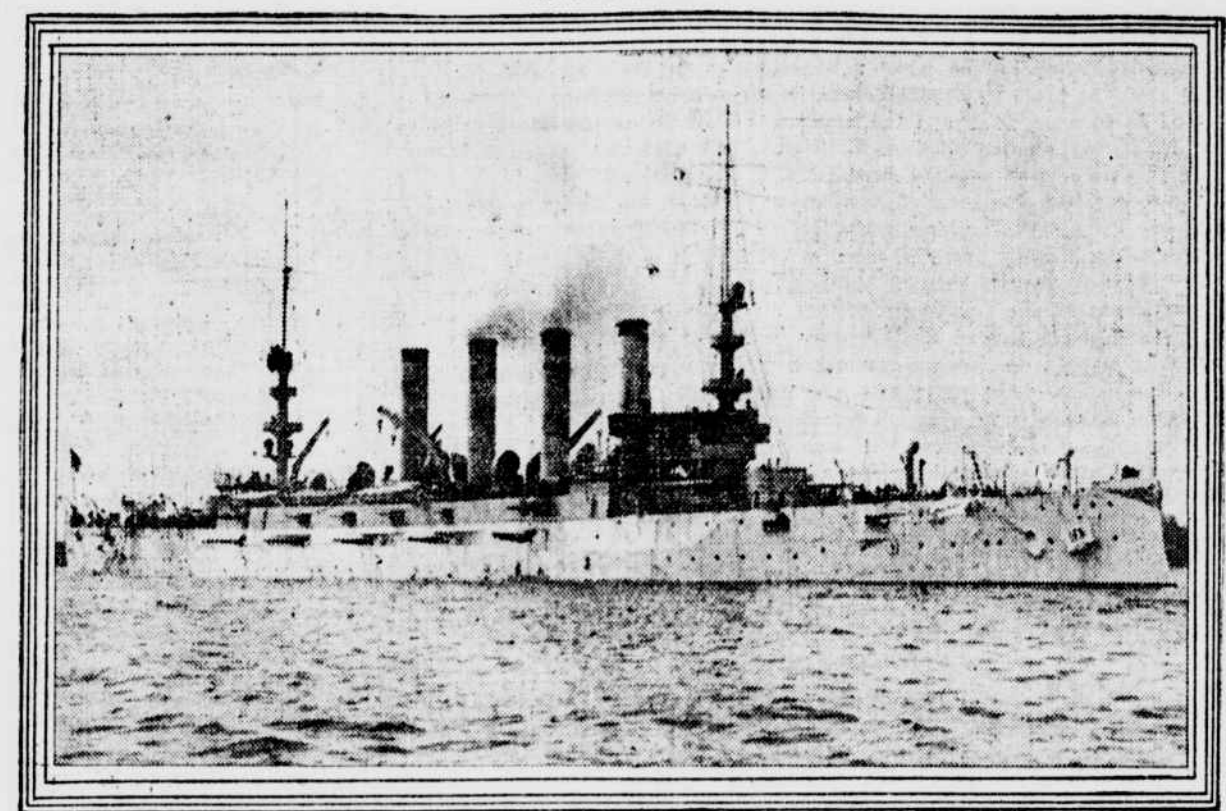
If you want a tonic, try Angostura Bitters—nothing better. Adv.

Continued on fifth page, fifth column.

THE UNITED STATES ARMORED CRUISER MARYLAND IN PERIL.

Struck by a torpedo during practice in the Pacific, her hull below the water line was pierced, and the cruiser returned to Los Angeles Harbor, with one compartment flooded. She narrowly escaped disaster, according to a dispatch from the Coast.

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OLYMPIC HELD UP BY FEARS OF CREW

Firemen and Engine Room Workers Leave Sister Ship of Titanic Just Before Sailing Time.

DEMAND WOODEN LIFEBOATS

Liner Anchors in Southampton Water to Prevent Further Defection of Crew—Passengers Reported Dissatisfied To Liverpool for Boats.

Southampton, April 25.—When the White Star liner Olympic, sister ship of the Titanic, was ready to sail from here yesterday for New York, three hundred firemen and engine room workers quit the vessel, declaring that the collapsible boats on the Olympic were unseaworthy. The Olympic is lying off Ryde, Isle of Wight, with fourteen hundred passengers aboard, and no possibility of sailing before noon to-day, even if then.

There were reports that some of the passengers had refused to sail, but for the present they all remained aboard the steamer. It was also reported that the strike was started by the company, had succeeded in getting men to take the strikers' places, but this proved to be incorrect.

As a matter of fact the difficulty has extended to the crew, which now declines to sail with the "blackleg" firemen, who were brought aboard yesterday, and the British Seafarers' Union is supporting the men in this decision. Pickets are patrolling the piers to prevent the recruiting of "blacklegs."

In an endeavor to have the strikers return to work, Commander Clarke, chief of the emigration office in Southampton, offered to demonstrate in the Cowes Roads that the boats on the Olympic were absolutely safe. The men refused to listen to this proposal, but later, it is learned, they declared that they would have been ready to sail if the company had agreed to demonstrate the seaworthiness of the boats at this port. This, in turn, the company declined to do.

Strike Comes as Surprise.

The grievance of the firemen was not mentioned until the liner was ready to cast off. Then they demanded wooden lifeboats instead of the collapsible boats which the company had provided hastily, because they were unable to secure enough new wooden boats in accordance with the instructions recently issued. The men alleged that many of the collapsible boats had been rejected by the Board of Trade Inspector.

Captain Clarke, who is acting Board of Trade Inspector at Southampton, in an interview said that he personally inspected these boats and tested some of them in the water, and has not condemned a single one. Moreover, he added, they have all been inspected and passed by the Admiralty.

An official statement issued by the White Star Company pointed out that no notice of the men's intention was given until the last moment and declares that the company can only interpret their action as attributable to malicious persecution on the part of the men's leaders, and the statement continues: "The company feels that it is a cruel and cowardly attack."

Situation Complicated.

The White Star offices at Southampton last night expressed strong hopes of their ability to secure a full crew this morning, but the situation is complicated by the fact that the deckhands have espoused the firemen's cause and announced their decision not to sail with "blackleg" firemen.

According to one report the strikers were misled into thinking that some of the collapsible boats had been rejected by the Board of Trade, and it is thought possible that the misunderstanding will be cleared up to-day. Among the passengers aboard the Olympic is the Duke of Sutherland.

Commander Clarke says that there are forty-four lifeboats on board the Olympic, including the collapsible boats, and that their total seating capacity is 2,500, which is largely in excess of the total of the passengers and crew. While he considered wooden lifeboats superior, he was satisfied with all the boats on board.

One of the leading stokers of the Olympic said: "What we demand is that every one of the lifeboats shall be a wooden one. Personally, I do not care."

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DEMAND FOR LIFEBOATS

New York Builders Swamped with Orders from Lines.

Since the White Star liner Titanic sank on April 15 all lifeboats and life-rafts in stock in this city have been sold and the builders have been flooded with orders for more.

There are only two companies in this port that make lifeboats, one in Front street and another with a plant at Hunter's Point. As soon as it became known that the great loss of life on the Titanic was due almost entirely to the inadequate supply of lifeboats steamship owners in this city put in orders for all the boats the two firms had in stock.

Among the early purchasers were the Fall River line, which bought thirty-two boats at \$350 each; the Metropolitan line, the Old Dominion line and the Cunard line.

The builders have doubled their force of workmen and have placed large orders for the material used in construction. As lifeboats can be purchased cheaper abroad it is thought the foreign steamship lines will take on all their equipment at home ports.

PAIN IGNORED FOR CIRCUS

Boy, Frightfully Hurt, Did Not Suffer as Parade Passed.

(By Telegraph to The Tribune.)
Santa Barbara, Cal., April 24.—The influence of mind over matter was given apt illustration yesterday, when William Milling, ten years old, with his collar bone and right arm broken, followed a circus parade, apparently in no pain.

An elderly person, noting the pallor of his face and blood trickling from a wound on his head, stopped the lad. An examination showed that he had been frightfully injured, having been run over by a team while he was crossing the street.

When the boy's attention was diverted from the elephants and caged animals he became conscious of pain and cried piteously on the way to a hospital.

SEIZED FOR ROBBING BANK

Most of \$5,000 Youths Got Is Returned, It Is Said.

Word was received at Police Headquarters late last night of the arrest in Chicago of two young men giving their names as Edward J. Morris and John Crowley, on a charge of stealing \$5,000 from the Bankers' Trust Company.

John F. Halpin, chief of police of Chicago, said the young men confessed to the robbery, and that a search of their clothing revealed \$649 in cash and a United States postal receipt for \$4,200. They refused to tell why they had returned \$4,200. They had been in Chicago only twenty-four hours.

The youths had planned a trip around the world. Morris was a messenger in the bank and Crowley is his chum.

It is believed that the arrest was probably brought about by a private detective agency.

The Bankers' Trust Company gave out this statement yesterday:

Yesterday forenoon a messenger in the employ of the company took a package containing \$5,000 in currency. It was immediately discovered and all but \$80 has been returned.

TAFT NEEDS BUT 109 MORE

President's Renomination at Chicago Convention Is Assured.

(From The Tribune Bureau.)

Washington, April 24.—President Taft now needs only 109 votes to control the Republican National Convention. Including New Hampshire and Nevada, both of which have already elected Taft delegates to all state and district conventions, the President has 431 delegates. Approximately 350 delegates are yet to be chosen.

States which are yet to act in whole or in part include Missouri, North Carolina, Massachusetts, Washington, Oklahoma, Maryland, Arizona, Arkansas, Kansas, Colorado, Texas, Wyoming, Tennessee, Utah, South Carolina, Montana, Louisiana, Idaho, Minnesota, California, Ohio, New Jersey and South Dakota. The President needs less than one-third of the delegates yet to be elected to assure his nomination, and more than half of those will assuredly support him at Chicago.

Another setback for Dr. Roosevelt occurred in the last District of North Carolina, where the district convention voted down resolutions instructing for Roosevelt, and the delegates go to Chicago uncommitted. The Roosevelt forces have been claiming North Carolina solidly instructed for their candidate.

DEWEY'S PORT WINE WITH OLIVE OIL
A wonderful Flesh and Blood Builder.
H. T. DEWEY & SONS CO., 125 Fulton St., N.Y.
Adv.

Continued on third page, sixth column.

TITANIC'S OFFICERS SAW SAFETY FOR ALL

Quartermaster Ordered to Take Boat Load of Passengers to "Light Off Port Bow" and Return for More.

THE MYSTERY OF NEARBY SHIP

Mount Temple Crew Say They Saw White Star Liner's Rockets—Captain Denies Being Close—Ismay's Actions Defended by Employes, Though One Swore at Him in Crisis of Loading Boats.

(From The Tribune Bureau.)

Washington, April 24.—To-day's testimony in the Senate investigation of the Titanic disaster was rather more favorable to the owners of the ship than that given yesterday.

A sensational report from St. John, N. B., that Dr. F. C. Quitzman, on board the Canadian Pacific steamer Mount Temple, had witnessed the sinking of the Titanic and was willing so to testify—a report which was emphatically denied by all the officers of that ship, who wired Senator Smith that their ship was fifty miles west and south of the position given by the Titanic—constituted the only sensational feature of the day. Officers of the Titanic have testified that there was a ship about five miles away, to which they instructed the lifeboat crews to transfer their passengers.

The examination of the Titanic lookout, Frank Fleet, was ended, and the testimony of Harold G. Lowe, fifth officer, was taken, and also that of Robert Hichens, the quartermaster in charge of lifeboat No. 6, whose conduct was severely criticised yesterday by Major Peuchen.

C. H. Lighttoller, second officer, was recalled and subjected to some cross-examination, but the feature of his testimony was his declaration that he regarded himself as largely responsible for the telegrams sent by J. Bruce Ismay, urging that the Cedric be held to take the Titanic's crew home, his explanation of the reasons therefor, and a voluntary defence of Mr. Ismay for having taken to a lifeboat, based on hearsay evidence, which he thought could be confirmed by another witness, whom he named.

Hichens, a typical Cockney sailor, made a far better impression than was expected. He denied emphatically all of the derogatory statements made by Major Peuchen, and succeeded to a considerable extent in shaking the faith of the committee in the allegations of the Canadian militiaman.

DENIES MAJOR PEUCHEN'S STORY OF CRIES.

In some respects Hichens's statements deviated from those of other witnesses besides Major Peuchen, notably with regard to the duration of the cries from the spot where the Titanic sank, and which had been described by Third Officer Pitman. Hichens said these cries did not last more than a few minutes, possibly five. Practically all other survivors who have mentioned them are agreed that they lasted from forty minutes to an hour.

Hichens, when permitted to make a statement, said a woman gave him about a tablespoonful of whiskey or brandy, and that another, lying in the bottom of the boat, gave him a half-wet blanket, which he sorely needed because of the cold. He denied that he had demanded either.

Hichens said a Mrs. Meyer had accused him of taking all of the blankets and drinking all the whiskey and using bad language, all of which statements he pronounced absolutely false. He declared that he had not been ten minutes away from the ship when Major Peuchen undertook to take command of the boat, and he had ordered the major to keep his place at the oar, as he, Hichens, was in command and intended to remain so.

The quartermaster asserted that the second officer had instructed him to proceed to a light which Lighttoller had described as "two points off the port bow," to leave his passengers there and to come back for more. He denied that the women in the boat urged him to return after the Titanic sank, testimony to the opposite effect having been given yesterday by Major Peuchen and earlier to-day by Frank Fleet, the lookout.

Explaining his unwillingness to yield the tiller and take an oar himself, Hichens said he did intrust the tiller to one of the women, but the sea was rising, and she promptly permitted the boat to slip into the trough, greatly alarming the other passengers. He declared he would have preferred to pull an oar, as it was bitterly cold, and especially so standing in the stern and handling the tiller.

Hichens's blunt manner of speaking, his apparent frankness and his extreme Cockney accent lent a touch of human interest to the proceedings, and he obviously commanded the respect and confidence of the naval experts present. He expressed an earnest desire to be allowed to return to England to his wife and children, and, although Senator Smith was loath to do so, he gave his consent, on the unanimous recommendation of his colleagues on the committee.

VOLUNTEERS DEFENCE OF MR. ISMAY.

Charles W. Lighttoller, the second officer, who made such an excellent impression when on the stand in New York, was recalled the first thing this afternoon. He volunteered the information that he was, in his own opinion, responsible for the telegrams which Mr. Ismay sent to the White Star Line urging that the Cedric be held. He declared that while on the Carpathia Mr. Ismay suffered from extreme depression; that he was possessed by the conviction that he should have gone down with the ship, and that he had difficulty in rousing Mr. Ismay from the lethargy into which he had sunk. He explained his reasons for believing the Cedric should be held, saying that otherwise the crew was certain to scatter, and some might get into trouble, and that on the Carpathia no one had any idea there was to be an investigation by the Senate.

Asked why he volunteered this information at this time, when he had not mentioned it when first on the stand, Lighttoller said it was because newspaper publicity had been given to the telegrams since he was on the stand, and a wrong construction placed upon them—which he believed worked an injustice to Mr. Ismay.

The proceedings to-day served to emphasize the fact that the Titanic was proceeding at practically full speed when the collision occurred; that the crew had never been drilled at lifeboat practice; that the rapidly falling temperature was not apparently heeded as a warning of the proximity of icebergs; that the contemplated method of partially filling the lifeboats at the boat deck and completing that work when they were afloat, either from gangways, doors or ladders, failed absolutely when an emergency occurred, and that probably searchlights could be profitably employed in picking up icebergs.

Lighttoller apparently astonished the members of the committee when he said, "We place no reliance on the men in the crow's nest," apropos of the failure of the company to supply the lookouts with glasses. It is a fact, however, that the same view is largely entertained by American naval officers, who declare that nine times out of

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